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PLANS MERGER FOR NATIONAL

OPERATOR PROPOSES TO CONSOLIDATE LEADING PROPERTIES OF DISTRICT.

Gordon Campbell, one of the pioneer operators of the National, Nevada mining district, is in the city, a guest at the Wilson, says the Salt Lake Tribune. Mr. Campbell is rounding up a deal of great importance for the National camp, involving a merger of a large area in the heart of the district, which is nearing a successful consummation after a year or more of hard effort and traveling from one end of the country to the other.

Mr. Campbell stated that this merger will take in the Consolidated ground to the north of the big National mine; the First National on the south, the Mammoth and White Rocks groups, and perhaps other propositions there should the owners conclude to enter the consolidation. A company to be organized for the purpose of taking over this ground will be capitalized for \$15,000,000, and Mr. Campbell states that he can start paying 10 per cent on this capitalization soon after beginning the corporate life.

The properties mentioned will give such a company all of 500 acres of ground, across which extends the famous rich gold vein, developed by the National company, for at least 7300 feet. This same vein has been opened recently by the Mammoth company, of which Mr. Campbell is the head, the management driving into it on the No. 5 level, which is 750 feet in depth. The ore is the typically rich rock that has made National the most discussed camp in the world, and the Mammoth is now to be figured among the mines of the camp that have arrived.

Mr. Campbell has spent two years or more at National, he has given the geology of the district earnest study and he has had engineers of national prominence investigate conditions for him. His conclusion is that this will prove to be another Comstock, and that the greatest and most remunerative period will be reached with far greater depth than has been obtained so far. He believes also that as work proceeds toward his properties, or southwardly from the present developed portion, the ore will increase in desirability with depth, for work that way will be securing continually increasing depth.

"Each and every formation necessary for another Comstock is present at National," said Mr. Campbell. "The ore occurs in a gigantic fissure which is to be followed for at least five miles by its surface indications. The vein itself ranges up to thirty feet in width, within which occur the ore bodies of three to nine feet in width. There also occurs within the vein the rich streak which runs from \$30 to \$90 per pound.

"The idea that this enormously rich gold ore is all that the camp can show is erroneous. The Stall lease, for instance, has two dumps, the first and second grades, the first grade averaging about \$150 per ton, the second grade averaging

\$100 a ton. All the engineers I have talked with agree that enormous tonnages of milling grade ore should make at depth, so the camp gives all the promise one can demand for being a permanent producer.

"It is far better to mine a camp than litigate over it," he concluded. "This merger will obviate endless destructive law suits."

Mr. Campbell will be in Salt Lake for a day or two, then he proceeds to Chicago for the purpose of closing the final details of the present consolidation deal.

BARBERS' POLES.

Anciently barbers were surgeons, especially in cases of bleeding. To assist this operation the patient used to grasp a staff or pole, which was always kept near the barber surgeon. To this staff was tied a tape, which was used in bandaging the patient's arm. When not in use the pole was hung outside as a sign of the work performed inside. Later a stick painted to represent the pole was left in the doorway. At first surgeons' poles were painted with red and white stripes, with a brass knob or basin at the end, while mere barbers were required to have them white and blue. This statute was still in force in England in 1297. The last barber surgeon died in London in 1821. New York American.

JUSTICE AS SHE IS NOW ADMINISTERED

An associate justice of the supreme court of Patagascas was sitting by a river. "I wish to cross," said a traveler. "Would it be lawful to use this boat?" "It would," was the reply; "It is my

FIRE DESTROYS AMUSEMENT PLACE

AMUSEMENT PARK OUT OF CINCINNATI FOOD FOR RAVAGES OF FLAMES.

CINCINNATI, Ohio, Aug. 16.—

Fire which is thought to have originated from a pan of grease in the kitchen of the club house at Chester Park, an amusement resort on the northern boundary of the city, last evening destroyed many amusement buildings and spread rapidly to two lumber yards adjoining. Three hours after the flames were discovered, the loss was estimated at \$175,000.

Within twenty minutes the fire had spread from the clubhouse to the "tickler," thence to several small and flimsy amusement buildings and finally to a big vaudeville theater, from which a large audience had just been dismissed.

According to officials, only one person, J. E. McDonald, a concessionaire, who tried to save his cash register, was injured.

boat." The traveler thanked him, and rowed away, but the boat sank and he was drowned. "Heartless man!" said an indignant spectator. "Why didn't you tell him your boat had a hole in it?" "The matter of the boat's condition was not brought before me," replied the learned jurist.—Success.

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PIOCHE WANTS SOME MORE RAILROAD

Vice President J. Ross Clark of the Salt Lake route, when in Salt Lake City a few days ago, was approached with the proposition of building a spur from Pioche to the Pine Consolidated mine. The owners of this property put forth some strong arguments as to why the road should be constructed. It will have to be about eight miles in length and will be expensive. Mr. Clark would promise nothing except that he would put the matter before the other officers of the company which he represents and that an investigation of the merits of the case will then be made.

TELEPHONE DOES THE WORK.

The work of train dispatching, one of the most exacting in the whole field of railroad management, is to be made much easier for the dispatchers on the Southern Pacific. On several entire divisions and on parts of others, the work has already been lightened to a great extent and the strain alleviated by the use of the telephone in dispatching. It is only a question of time when the telegraph will serve only as an emergency service on these lines. The telephone system will soon be installed between Sacramento and Sparks. In the past, it has required an expert to tap a telegraph line to notify the nearest point in case of a bad wreck, while now any member of the crew can cut in on the telephone line, and give notice of the trouble.

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